

Crosswalk of Consolidated Highway Programs*

Interstate Maintenance
Highway Bridge Program
National Highway System
Territorial Highway Program (NHS Set-aside)
Alaska Highway (NHS Set-aside)
Surface Transportation Program
Ferry Boat Program
Appalachian Development Highway System
Equity Bonus
Revenue Aligned Budget Authority
Puerto Rico Highway Program
Denali Access System Program
Delta Region Transportation Development Program
Metropolitan Planning
Lake Tahoe Planning
Statewide Planning & Research (SP&R)

National Highway Program:

- Highway Infrastructure Performance Program (HIPP)
- Flexible Investment Program
- Territorial Highway Program (HIPP Set-aside)
- SP&R and Metro Planning continue as set-asides from multiple apportioned programs.

Highway Safety Improvement Program
Hazard Elimination at High-Speed Rail Highway Crossings
Railway-Highway Crossings
High Risk Rural Roads
Operation Lifesaver
Work Zone Safety Grants
National Work Zone Safety Clearinghouse
Road Safety (Data & Public Awareness)

Safety Program:

- Highway Safety Improvement Program
- Rural Road Safety Setaside from HSIP
- Highway Safety Data Improvement Program

Congestion Mitigation & Air Quality (CMAQ)
Transportation Enhancements (STP Set-aside)
Recreational Trails
Scenic Byways
America's Byways Resource Center
Safe Routes to School
Transportation, Community & System Preservation
Non-Motorized Pilot Program
Historic Covered Bridge Preservation
Bicycle & Pedestrian Clearinghouse

Livability Program:

- Livable Communities Program
- Investments for Livable Communities Grant Program
- Livability Capacity Building Grant Program

Highways for LIFE
Surface Transportation Research
Training & Education
Future Strategic Highway Research (Set-aside from Apportioned Programs)
Intelligent Transportation Systems (ITS) Research
Great Lakes ITS Implementation
University Transportation Research
Bureau of Transportation Statistics (BTS)

Research, Technology & Education Program:

- Highway Research & Development
- Technology & Innovation Deployment
- Training & Education
- ITS Research (RITA)
- Competitive UTC Consortia (RITA)
- Bureau of Transportation Statistics (RITA)
- Multimodal Innovative Research Program (RITA)
- UTC Multimodal Competitive Research Grants (RITA)

Emergency Relief
Indian Reservation Roads
Indian Reservation Road Bridges
Additional CA for States with Indian Reservations
Park Roads & Parkways
Refuge Roads
Public Lands Highways Discretionary
Public Lands Highways, Forest Highways
Going-to-the-Sun Road, Glacier National Park, Montana
On-the-Job Training (OJT) & Supportive Services
Disadvantaged Business Enterprise (DBE) Training
Grant Program to Prohibit Racial Profiling**
Highway Use Tax Evasion**

Federal Allocation Program:

- Emergency Relief
- Federal Lands Transportation Program
- Federal Lands Access Program
- Tribal Transportation Program
- Workforce Development
 - OJT & Supportive Services
 - DBE Training

* Not every eligibility under an old program is continued in a new program.

** No comparable eligibility in new program structure.



**U.S. Department of
Transportation**

BUDGET ESTIMATES

FISCAL YEAR 2012

**FEDERAL HIGHWAY
ADMINISTRATION**

**SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS**

Executive Summary

Livability Program

What is the request and what will we get for the funds?

The \$4.1 billion Livability Program will use place-based planning, policies, and investments to help communities increase transportation choices and access to transportation services. This new program will help eliminate stovepipes and other barriers that make collaborative decision-making difficult for State Departments of Transportation, Tribal Governments, Local Governments, and Metropolitan Planning Organizations (MPOs). The program will enhance transportation networks and make it easier for people to move safely and efficiently regardless of the travel mode.

What is this program?

The Livability Program will consist of three components:

- Livable Communities Program - A \$3.4 billion formula-based grant program to enable recipients to deliver transportation projects for rural and urban areas that benefit quality of life;
- Investments for Livable Communities Grant Program - A \$500 million discretionary grant program to support highway and multi-modal investments that enhance livability; and
- Livability Capacity Building Grant Program - A \$200 million discretionary grant program to improve the capacity for analyzing and addressing livability needs across the country.

Why is this particular program necessary?

The new Livability Program addresses the critical need to enhance the relationship between transportation and land use while protecting the environment and promoting multi-modal choices in communities, from rural to urban, across the country. Further, the program will address the needs and eligibilities previously authorized in individual programs such as Transportation Enhancement Activities, Transportation and Community and System Preservation, Congestion Mitigation and Air Quality (CMAQ) Improvement, and National Scenic Byways in a more cohesive, seamless, and comprehensive manner.

How do you know the program works?

The Livability Program will support projects that help enhance and revitalize local economies for rural and metropolitan communities alike, reduce highway maintenance costs, improve roadway safety, reduce congestion, increase transportation choices, and ultimately improve quality of life.

Why do we want/need to fund the program at the requested level?

The funding request of \$4.1 billion will ensure the program has adequate resources to generate measurable results across a wide spectrum of communities and effectively contribute to the achievement of DOT performance outcomes.

Detailed Justification Livability Program

What is the request and what will we get for the funds?

FY 2012 – Livability Program (\$4.1 billion) (\$000)

<u>PROGRAM ACTIVITY</u>	<u>FY 2010 ACTUAL</u>	<u>FY 2012 REQUEST</u>	<u>CHANGE FY 2010-2012</u>
Federal-aid Highways Program			
Livable Communities Program			
FY 2010 Cross walked Programs	2,942,315		- 2,942,315
Livable Communities Formula Grants		3,400,000	3,400,000
Investments for Livable Communities Grants		500,000	500,000
Livability Capacity Building Grants		200,000	200,000
Total	2,942,315	4,100,000	1,157,685

Note: Includes cross walked programs in SAFETEA-LU for FY 2010.

Projects from this program will help improve community transportation choices across all modes. By supporting the development or improvement of multimodal transportation networks, this funding program will help improve air quality, foster affordable transportation and housing, improve roadway safety for all road users, and ultimately improve quality of life. The program will advance the state of practice and help DOT achieve the following performance outcomes:

- **Advance the State of Practice:** The Capacity Grants program will help States, localities, and metropolitan areas engage in more robust regional transportation planning. The goal is to advance the state of the practice on key technical aspects such as transportation-related data collection, modeling, livability surface transportation planning, and performance measurement. These technical activities represent critical needs that traditionally have been underfunded.
- **Achieve DOT Strategic Goals:** The DOT Strategic Plan includes performance outcomes for: 1) increased access to convenient and affordable transportation choices; 2) improved public transit experience; 3) improved networks that accommodate pedestrians and bicyclists; and 4) improved access to transportation for special needs populations and individuals with disabilities. The Livable Communities Program will be critical to facilitating these outcomes, and provide real-time information on the various modes' performance to enable better user decision-making.

What is this program?

The Livability Program is a new funding program that will support the U.S. Department of Transportation's (DOT) Livable Communities strategic goal which aims to foster livable communities through place-based policies and investments that increase transportation choices and access to transportation services. This program will:

- **Maintain project eligibility from successful programs in Title 23 and Title 49.** Activities previously eligible under the Transportation Enhancement Activities Program, Congestion Mitigation and Air Quality Improvement Program, National Scenic Byways Program, Recreational Trails Program, and Safe Routes to School Program will continue to be eligible under the formula-based component of the Livability Program. The eligible activities from these programs represent key livability-related transportation activities, ranging from congestion reduction and traffic flow improvements to environmental mitigation for highway projects. Eligible activities will include but are not limited to the planning, design, and/or development of:
 - Activities for safety and education of pedestrians and bicyclists and to encourage walking and bicycling;
 - Activities that maintain and improve scenic byways;
 - Projects that improve access to jobs and services in rural areas;
 - Projects that improve air quality and reduce emissions, including greenhouse gases;
 - Projects that relieve traffic congestion;
 - Projects that improve the human environment through community preservation, environmental mitigation, control of outdoor advertising, and historic and archeological preservation, planning, and research; and
 - Funding for full-time coordinators to facilitate livability related transportation activities.
- **Continue to require air quality improvements for nonattainment and maintenance areas.** If a State has nonattainment or maintenance areas it will be required to devote 15 percent of its Livability Program formula funds to projects that will improve air quality in these areas. States without nonattainment and maintenance areas will not be constrained by this minimum requirement.
- **Establish performance measures.** A combination of quantitative and qualitative performance measures will be developed and will be consistent with the HUD/DOT/EPA Partnership for Sustainable Communities' six principles of livability.

The Livability Program will consist of three key components; a formula based program and two discretionary grant programs.

Livable Communities Program

This \$3.4 billion formula-based program will enable recipients to deliver transportation projects for rural and urban areas that:

- Help States to deliver transportation projects that improve quality of life in rural and urban areas;
- Improve the safety and efficiency of the surface transportation system;
- Reduce the impacts of transportation on the environment, including the reduction of greenhouse gas emissions;
- Reduce the need for costly future transportation infrastructure;
- Ensure efficient access to jobs, education, and essential services; and
- Encourage private sector development patterns and investments that support livability goals.

A State may obligate funds apportioned to carry out the livable communities program for any of the following projects or activities:

- Planning, designing, or construction of boulevards, main streets and scenic byways, including:
 - Redesign of an underused highway, particularly one that is no longer a principal route after construction of a bypass or Interstate System route, into a context sensitive boulevard or main street that supports multiple forms of transportation;
 - New street construction that enhances connectivity, increases the efficiency of network performance, and encourages the use of public transportation, pedestrian walkways, or bicycle infrastructure;
 - Redesign of a street to enhance connectivity, increase the efficiency of network performance, and encourage the use of public transportation, pedestrian walkways, or bicycle infrastructure;
 - Redesign of a highway to support public transportation, including transit-only lanes and priority signalization for transit;
 - Planning or implementation of changes to State or local laws, codes, or ordinances that provide transportation facilities to support infill, transit-oriented or town center development that will support trip-chaining, non-motorized transportation, or more efficient use of the road network;
 - Safety improvements to a State scenic byway, National Scenic Byway, All-American Road, or one of America's Byways; and
 - Historic preservation and other improvements to the streetscape that support livable communities, and the rehabilitation of historic transportation buildings, structures, or facilities for transportation use.

- Providing transportation choices, including:
 - On-road and off-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other security-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990;
 - The planning, design, and construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, individuals with disabilities, and individuals with lower incomes to access daily needs;
 - Activities for safety and education of pedestrians and bicyclists and to encourage walking and bicycling, including efforts to encourage walking and bicycling to schools and community centers;
 - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users that enhance the efficiency of the transportation network; and
 - Carpool, vanpool, and car share projects
- Supporting livability through planning, project development, and programmatic mitigation, including archaeological and historic preservation planning and research, and storm water management.
- Improving air quality and reducing congestion by means of transportation projects or programs for an area in a State that is or was designated as a nonattainment area for ozone, carbon monoxide, nitrogen dioxide, or particulate matter under the Clean Air Act.
- Construction, rehabilitation, or replacement of ferry boats and ferry boat terminals.
- Capital costs for transit projects eligible for assistance under chapter 53 of title 49, United States Code, including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus, and fringe and corridor parking or other transportation project to support transit-oriented development.

Investments for Livable Communities Grant Program

The purpose of the competitive \$500 million investments for livable communities grant program is to promote innovative, multi-modal, and multi-jurisdictional highway projects that promise significant environmental and economic benefits to an entire metropolitan area, a region, or the nation.

State department of transportation, tribal government, local government, or metropolitan planning organization may submit applications for challenge grants with a minimum award of \$250,000. Eligible costs include:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities;
- Construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to land), environmental mitigation, construction contingencies, acquisition of equipment directly related to improving system performance, and operational improvements; and
- Certain financing costs.

The Federal share will not exceed 80 percent.

Livability Capacity Building Grant Program

The budget continues the \$200 million livability-related capacity building program requested in the FY 2011 budget to improve capacity for addressing livability needs. State departments of transportation, tribal governments, local governments, or metropolitan planning organizations shall be eligible to apply for a grant under this subsection to:

- Facilitate improved data collection to better incorporate livability into transportation planning through the use of a variety of data collection mechanisms, including household travel surveys, panel surveys, built environment inventories, employment inventories, and travel data collection related to bicyclists and pedestrians, including persons with disabilities;
- Provide staff training to support livability-related transportation capacity building;
- Furnish software and computer upgrades to support modeling and data collection;
- Reorganize an eligible applicant's institution to better reflect the responsibilities and expertise needed to address livability in transportation plans and related activities;
- Assist a transportation authority to develop integrated transportation, land use, housing, and environmental planning efforts or to carry out a comprehensive plan supported by the community; and
- Develop and implement transportation modeling, simulation, and analysis capabilities.

Why is this program necessary?

The Livability Program will advance the state of the practice in terms of transportation-related data collection, modeling, livability surface transportation planning, and performance measurement to ensure high returns to federal investment. The program, which will enable FHWA to achieve the Livable Communities goals in the DOT Strategic Plan, addresses the critical need to enhance the relationship between transportation and land use planning while protecting the environment and promoting multi-modal choices in communities, from rural to urban, across the country. The formula component guarantees that all States have a base level of

funding to complete livability-related transportation projects while the two discretionary components will enable DOT to direct funding to projects that will help achieve national livability goals while improving communities at the same time.

How do you know the program works?

The Livability Program aims to foster livable communities through place-based policies and investments that increase transportation choices and access to transportation services. It will be a new way of doing business and will be successful because:

- Both quantitative and qualitative performance measures will be used to establish baselines and track progress towards livability goals. These performance measures will be linked to DOT performance targets;
- Livability-related projects provide improvements that communities can see and experience firsthand. Such projects enhance and revitalize local economies for rural and metropolitan communities alike, reduce highway maintenance costs, improve roadway safety, reduce congestion, increase transportation choices, and ultimately improve the quality of life;
- It will help ensure that transportation-related air quality issues continue to be addressed and will help reduce greenhouse gas emissions;
- It will eliminate inconsistencies among different fund sources; and
- It will involve state of the practice tools for improved data collection and transportation modeling that will help agencies achieve success.

Why do we want/need to fund the program at the requested level?

The funding request of \$4.1 billion will ensure the program has adequate resources to generate measurable results across a wide spectrum of communities and effectively contribute to the achievement of DOT performance outcomes. The formula program represents the approximate funding level of existing programs that would be consolidated into the new program (e.g., CMAQ, Transportation Enhancement Activities, and Safe Routes to School).